

I-405 Congestion Relief and Bus Rapid Transit Projects

Released July 2003

Scenario

Renton, Bellevue, Kirkland Improvements



Project Descriptions:

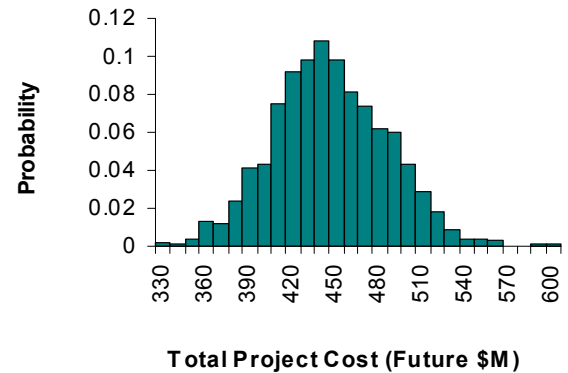
- **Renton Project** - Adds one lane northbound on I-405 from SR 181 to SR 167. Adds one lane southbound on I-405 from SR 169 to SR 167.
- **Bellevue Project** - Adds one lane northbound on I-405 from I-90 to SE 8th Street. Adds one lane southbound on I-405 from the NE 8th / NE 4th collector-distributor to I-90.
- **Kirkland Project** - Adds one lane northbound on I-405 from NE 70th Street to NE 124th Street. Adds one lane southbound on I-405 from SR 522 to SR 520.

Schedule:

Begin Construction
Range: 2006 - 2007

End Construction
Range: 2012 - 2013

CEVP Result:



Project Benefits:

- Addresses the most congested areas in the I-405 corridor:
 - **Renton** - Reduces congestion approaching the SR 167 interchange. Complements the recently completed SR 167 flyover ramp.
 - **Bellevue** - Reduces congestion into and out of Bellevue from the south. Fixes the "Wilburton Weave." Complements the Bellevue Access project now under construction.
 - **Kirkland** - Reduces congestion through the "Kirkland Crawl." Complements the Sound Transit 128th Direct Access project which will begin construction 2004.
- Footprint designs and environmental clearances for this project will jump-start the next project phase.

Project Cost Range:

10% chance the cost < \$ 392 Million

50% chance the cost < \$ 439 Million

90% chance the cost < \$ 493 Million

What's Changed Since 2002:

- Scope: New plan added in spring 2003.
- Schedule: New plan.
- Cost: New plan.

Project Risks:

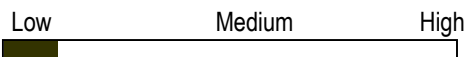
- Changes in environmental requirements for project mitigation (stormwater, wetlands, fish resources and streams) may increase project costs--primarily for added right-of-way purchases.
- Delays in right-of-way purchases may result in later construction start and project cost increases.
- Legal challenges and delays in obtaining environmental clearances could delay project.
- Utility relocations may require extra time to negotiate and complete.

Financial Fine Print (Key Assumptions):

- \$485 million for these projects provided by 2003 Legislative "Nickel."
- Cash flow from the Nickel Program for the period of 2003 to 2011 defines when major right-of-way and construction activities occur.
- Project cost range includes \$18.5 million in past expenses, beginning in 1992.

Level of

Project Design:



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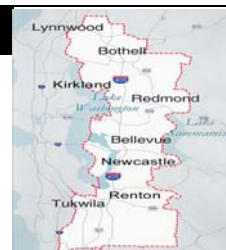


I-405 Congestion Relief and Bus Rapid Transit Projects

Revised July 2003

Scenario

Tukwila to Bothell
(Option C)



Project Descriptions:

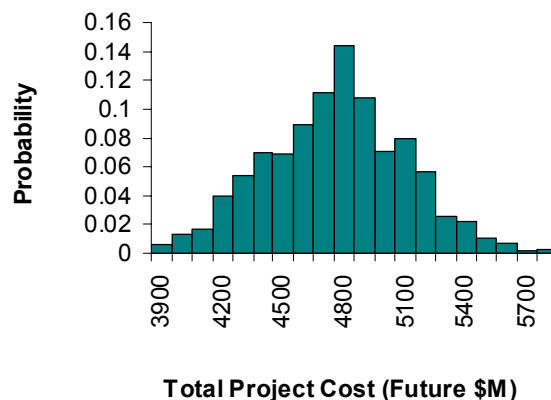
- Continuous multi-modal corridor improvement projects from I-5 in Tukwila to SR 522 in Bothell.
- Adds one lane each direction from I-5 to SR 181 in Tukwila.
- Adds two lanes each direction from SR 181 in Tukwila to I-90 in Bellevue.
- Adds one lane each direction from I-90 in Bellevue to SR 522 in Bothell.
- On SR 167, adds one lane between I-405 and S. 180th St.
- Constructs Bus Rapid Transit system with stations, HOV direct access ramps and Park & Ride lots and coaches.
- Expands the vanpool program.

Schedule:

Begin Construction
Range: 2006-2007

End Construction
Range: 2013-2014

CEVP Result:



Project Benefits:

- Reduces congestion and improves freight movement.
- Provides bus rapid transit system from SeaTac to Lynnwood.
- Constructs 2300 new Park & Ride spaces.
- Adds 600 new vanpools and increases commute reduction programs.
- Improves water resources.

Project Cost Range:

10% chance the cost < \$ 4.2 Billion

50% chance the cost < \$ 4.7 Billion

90% chance the cost < \$ 5.1 Billion

What's Changed Since 2002:

- Scope: Project limits are smaller.
- Schedule: Begin construction range has been delayed up to one year. End construction range has been accelerated two years.
- Costs: Costs have gone down approximately \$1 billion due to scope revisions.
- Risk Management: Identifying new strategies for improved environmental clearances and right-of-way processes. Coordinating decision strategies with FHWA.

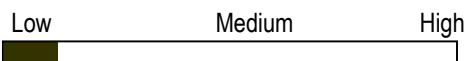
Project Risks:

- Changing environmental requirements for project mitigation (stormwater, wetlands, fish resources and streams) may increase project costs--primarily for added right-of-way purchases.
- Delays in right-of-way purchases may result in construction delays and project cost increases.
- Early stage of project development leads to scope uncertainty.
- Legal challenges and delays in obtaining environmental permits may result in project delay.
- Utility relocations may require extra time to negotiate and complete.

Financial Fine Print (Key Assumptions):

- Full project funding becomes available in July 2005. State I-405 Nickel funds will roll-over into this package.
- Inflation escalation is to 2010, the approximate midpoint of construction.
- Additional federal, state, regional and local money may be needed.
- Project cost range includes \$18.5 million in past expenses, beginning in 1999.
- Assumes funding decisions do not interrupt or cause construction delays.

Level of Project Design:



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